

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** MSL00-0004-00(403), Cobb County  
P.I. No.: 0004403  
SR 3 Connector at SR 120 Alternate

**OFFICE:** Engineering Services

**DATE:** April 14, 2009

**FROM:** Ronald E. Wishon, State Project Review Engineer *REW*

**TO:** James B. Buchan, P.E., State Urban Design Engineer  
Attention: Albert Welch, Project Manager

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
<b>ROADWAY</b>				
A-1	Reduce height of side barrier and call for special fill compaction under the wall.	\$30,167	No	This savings does not include the cost to place special compacted fill material. The cost to redesign the walls and constructability issues will negate the potential cost savings.
A-2	Reduce length of Wall No. 5 by 500-feet by using a 2:1 slope.	\$133,100	No	The purpose of Wall No.5 is to avoid impacts to stream 2A. The proposed 2:1 slopes will cause significant impacts to Stream 2A which will require a Stream Buffer Variance, additional stream mitigation, and additional R/W. The R/W for this project has been acquired.

ROADWAY Continued				
A-3	Eliminate Wall No. 6 and use a 2:1 slope.	\$598,944	No	The proposed 2:1 slopes will require the 7-foot x 6-foot box culvert to be extended. This culvert conveys Stream 1 under SR120ALT and will cause additional linear stream impacts which will require a Section 404 permit from the U.S. Army Corps of Engineers. Additional stream mitigation will be required from an approved stream mitigation bank in the Chattahoochee River basin. These credits, if available, will be extremely costly at \$100 per credit. Additional R/W will be required resulting in impacts to an existing apartment complex. The R/W for this project has been acquired.
A-4A	Eliminate / reduce shoring (Wall No. 5)	\$129,500	No	Wall No. 5 will need to be constructed as demonstrated above. The temporary shoring will need to be retained as shown in the plans. It should be noted that the shoring shown in the Detailed Estimate is a "worse case" estimate. It will be the responsibility of the contractor to design the walls and shore as necessary.
A-4B	Eliminate / reduce shoring (Wall No. 6)	\$204,375	No	Wall No. 6 will need to be constructed as demonstrated above. The temporary shoring will need to be retained as shown in the plans. It should be noted that the shoring shown in the Detailed Estimate is a "worse case" estimate. It will be the responsibility of the contractor to design the walls and shore as necessary.

ROADWAY Continued				
B-1	Reduce pavement requirements by providing separate designs for each Ramp based on the projected volumes of each Ramp. Also allow 10 – 15% under design of the pavement section.	\$240,000	No	The AADT values on the cover sheet for ramps A, B & E are 7500, 16500, and 900, respectively. The VE team used values of 3750, 7750, and 450 presumably because the paving design software requires the use of 1-way AADT values. However, because these are on- and off-ramps, the values listed on the cover sheet are in fact 1-way AADT values. Thus the pavement design suggested by the VE team would be inadequate to support the appropriate travel load and the cost savings could not be realized. Using the correct traffic data (7500 for ramp A), the pavement is 2.8% under designed. Any change to the pavement thickness would push this value outside of the acceptable 0-5% under designed recommendation for urban sections.
B-4	Reduce raised median width from a 19-foot maximum to 8-feet for 445-feet along SR 3.	\$14,623	Yes	This should be done.
B-5	Drop one of the two lanes of Ramp B after the loop, a 1,300-foot reduction.	\$100,000	No	The single lane Ramp 'E' merges into the 2-lane Ramp 'B'. One of the two lanes of Ramp 'B' will merge onto the mainline SR120ALT while the other lane of Ramp 'B' will drop as a right turn only onto Lower Roswell Road.



ROADWAY Continued				
B-6	Reduce Ramp A and Ramp B loop paved shoulder from 10-feet to 6-feet.	\$50,000	No	The range of paved shoulder noted along Ramp 'A' is adjacent to Wall 1. Placing the wall at a 10-foot offset and not paving the shoulder the entire width will cause maintenance issues for the grassed strip that will remain. The range of paved shoulder noted along Ramp 'B' is inaccurate. The area where the paved shoulder exceeds the 6-feet ranges from Sta. 204+00 to 207+32. This section has 2:1 slopes protected by guardrail. Thru this section, the width of full-depth paved shoulder is still 6-feet.
C-3	Balance the Cuts and Fills for Loop Ramps A and B.	Design Suggestion	No	The proposed changes in Alternate C-3 are extremely minor. The cost to redesign the ramp profiles and potentially impact R/W are not justified.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:



Gerald M. Ross, P. E., Chief Engineer

Date:

4/14/09

MSL00-0004-00(403), Cobb County

P.I. No. 0004403

Implementation of Value Engineering Study Alternatives

Page 5.

REW / DMF

Attachments

c:	Genetha Rice Singleton	VE Team –	Peter Emmanuel
	Ben Buchan		Stanley Hill
	Darrell Richardson		Irene Belinfante
	Butch Welch		Daniel Pass
	Paul Liles		
	Bill Ingalsbe		
	Bill DuVall		
	Mickey McGee		
	Ken Werho		
	Lisa Myers		
	Douglas Fadool		
	General Files		

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

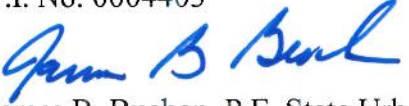
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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** MSL00-0004-00(403), Cobb County  
SR3CONN/ Roswell Road @ SR120ALT Interchange  
P.I. No. 0004403

**OFFICE:** Urban Design

**DATE:** March 31, 2009

  
**FROM:** James B. Buchan, P.E., State Urban Design Engineer

**TO:** Ronald E. Wishon, Acting State Project Review Engineer  
Attn: Lisa Myers

**SUBJECT:** Value Engineering Study - Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Final Report issued February 18, 2009 for the above referenced project. Our responses and recommendations are as follows:

**1. Value Engineering Alternative No. A-1 – Reduce the height of the side barrier and use special fill compaction under the wall (Cost savings: \$30,167)**

*Approval of the VE Alternative No. A-1 is not recommended.*

- *The proposed changes to wall lengths and cost savings are minor. The reduction in wall length is 140-ft overall while the types (2A, 2B, & 2C) remain the same. Cost savings are approximately 0.3% of the construction cost.*
- *This savings does not include the cost to place special compacted fill material so as to construct the proposed Alternative A-1. The cost to redesign the walls will negate the potential cost savings.*
- *The constructability issues related to the proposed Alternative A-1 will also negate the potential cost savings.*

**2. Value Engineering Alternative No. A-2 – Reduce length of Wall No. 5 by using 2:1 slopes. (Cost savings: \$133,100)**

*Approval of the VE Alternative No. A-2 is not recommended.*

- *The purpose of wall #5 is to avoid impacts to stream 2A. The proposed 2:1 slopes will cause significant impacts to Stream 2A which will require a Stream Buffer Variance and additional stream mitigation.*
- *Additional R/W will be required for Alternative A-2. The R/W for this project has been acquired.*



- *Plan changes at this stage will require an additional ecology & archeology addendum, which will delay the project schedule.*
- *The proposed 2:1 slopes will require the 9-ft x 9-ft box culvert to be extended. This culvert conveys Wildwood Branch (Stream 2) under SR120ALT and will cause additional linear stream impacts which will require a Section 404 permit from the U.S. Army Corps of Engineers. Additional stream mitigation will be required from an approved stream mitigation bank in the Chattahoochee River basin. These credits, if available, will be extremely costly at \$100 per credit.*

**3. Value Engineering Alternative No. A-3 – Eliminate Wall No. 6 and use a 2:1 slope. (Cost savings: \$598,944)**

*Approval of the VE Alternative No. A-3 is not recommended.*

- *The proposed 2:1 slopes will require the 7-ft x 6-ft box culvert to be extended. This culvert conveys Stream 1 under SR120ALT and will cause additional linear stream impacts which will require a Section 404 permit from the U.S. Army Corps of Engineers. Additional stream mitigation will be required from an approved stream mitigation bank in the Chattahoochee River basin. These credits, if available, will be extremely costly at \$100 per credit.*
- *Additional R/W will be required for Alternative A-3 and result in impacts to an existing apartment complex. The R/W for this project has been acquired.*
- *Plan changes at this stage would also require an additional ecology & archeology addendum, which could delay the project schedule.*

**4. Value Engineering Alternative No. A-4A & A-4B – Eliminate/reduce temporary shoring at Walls 5 & 6. (Cost savings: A-4A - \$129,500; A-4B – \$204,375)**

*Approval of the VE Alternative Nos. A-4A & A-4B are not recommended.*

- *Walls 5 & 6 will need to be constructed as demonstrated above.*
- *The temporary shoring will need to be retained as shown in the plans. It should be noted that the shoring shown in the Detailed Estimate is a “worse case” estimate. It will be the responsibility of the contractor to design the walls and shore as necessary.*

**5. Value Engineering Alternative No. B-1 – Prepare separate full depth pavement design sections for each Ramp (A, B, & E) based on the projected volumes for each. (Cost savings: \$240,000)**

*Approval of the VE Alternative No. B-1 is not recommended.*

- *Mainline SR120ALT and Ramp ‘B’ have similar one-way traffic volumes and it was decided at the Pavement Design Committee meeting on October 25, 2006 to use the same design for both sections to simplify construction.*
- *Ramp ‘A’ and ‘E’ have similar one-way traffic volumes and it was decided at the Pavement Design Committee meeting on October 25, 2006 to use the same design for both sections to simplify construction.*

**6. Value Engineering Alternative No. B-4** – Reduce the width of raised median to 8-ft for 445-ft along SR3CONN. **(Cost savings: \$14,623).**

*Approval of the VE Alternative No. B-4 is recommended.*

- *The intent for Alternate B-4 is to eliminate the type-7 curb and gutter and the associated pavement and replace it with an integral curb median from Sta. 4+93 – Sta. 9+40 +/-.*
- *This recommendation will reduce construction time (as there will be no existing pavement removal) and the overall cost to facilitate staged construction/ maintenance of traffic.*

**7. Value Engineering Alternative No. B-5** – Begin 2<sup>nd</sup> lane drop along Ramp 'B' immediately after the proposed bridge over SR3CONN. **(Cost savings: \$100,000)**

*Approval of the VE Alternative No. B-5 is not recommended.*

- *A single lane ramp for the WB to SB movement will not provide sufficient capacity to accommodate the estimated 2030 AM peak hour traffic volumes.*
- *The 2-lane WB to SB loop is necessary for the interchange to operate at an acceptable LOS. The 2030 AM peak hour volume for this movement is 2640 vehicles per hour (vph). This volume exceeds the 1,800 vph identified as the capacity of a single lane loop ramp at 25 mph. This volume also exceeds the 2,100 vph for a single lane of freeway at 55 mph.*
- *The single lane Ramp 'E' merges into the 2-lane Ramp 'B'. One of the two lanes of Ramp 'B' will merge onto the mainline SR120ALT while the other lane of Ramp 'B' will drop as a right turn only onto Lower Roswell Road.*

**8. Value Engineering Alternative No. B-6** – Reduce Ramp 'A' paved shoulder from 10-ft to 6-ft from Sta. 307+46 to 318+05 and reduce the Ramp 'B' paved shoulder from 10-ft to 6-ft from Sta. 205+50 to 215+00. **(Cost savings: \$50,000)**

*Approval of the VE Alternative No. B-6 is not recommended.*

- *The range of paved shoulder noted along Ramp 'A' is adjacent to Wall 1. Placing the wall at a 10-ft offset and not paving the shoulder the entire width will cause maintenance issues for the grassed strip that will remain.*
- *The range of paved shoulder noted in the recommendation for Ramp 'B' is inaccurate. The area where the paved shoulder exceeds 6-ft ranges from approximately Sta. 204+00 to 207+32. This section has 2:1 slopes protected by guardrail. Thru this section, the width of full-depth paved shoulder is still 6-ft. The additional width of shoulder, under the guardrail, is a shallower depth section as denoted in the typical sections (sheet 5-02). The remainder of paved shoulder is part of the Bridge over SR3CONN or Wall 4, where the width is already 6-ft. Maintaining a pavement section under the proposed guardrail is recommended for maintenance.*



**9. Value Engineering Alternative No. C-3** – Balance the cut & fill for Ramps 'A' & 'B' to reduce the amount of excess waste at Walls 1 & 2. (Cost savings: \$1,792)

*Approval of the VE Alternative No. C-3 is not recommended.*

- *The proposed changes in Alternate C-3 are extremely minor. The cost to redesign the ramp profiles and potentially impact r/w are not justified by the small cost savings (0.02% of the overall construction cost).*

JBB:ASW:smd(PBS&J)



## Fadool, Douglas

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**From:** Hoenig, Andrew  
**Sent:** Thursday, April 09, 2009 5:08 PM  
**To:** Fadool, Douglas  
**Cc:** Welch, Albert (Butch); Myers, Lisa  
**Subject:** RE: VE Study Responses for 0004403

Douglas -

The AADT values on the cover sheet for ramps A, B & E are 7500, 16500, and 900, respectively. The VE team used values of 3750, 7750, and 450 presumably because the paving design software requires the use of 1-way AADT values. However, because these are on- and off-ramps, the values listed on the cover sheet are in fact 1-way AADT values. Thus the pavement design suggested by the VE team would be inadequate to support the appropriate travel load and the cost savings could not be realized. Using the correct traffic data (7500 for ramp A), the pavement is 2.8% under designed. Any change to the pavement thickness would push this value outside of the acceptable 0-5% under designed recommendation for urban sections.

*- C. Andrew Hoenig, P.E.  
Asst. Design Group Manager  
GDOT, Urban Design  
P: (404)-631-1691  
F: (404)-631-1947*

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**From:** Welch, Albert (Butch)  
**Sent:** Friday, April 03, 2009 4:03 PM  
**To:** Fadool, Douglas; Hoenig, Andrew  
**Cc:** Myers, Lisa; Wishon, Ron  
**Subject:** RE: VE Study Responses for 0004403

PI No. 0004403: -ALT. No. B-1, we need an up to date memo approving the pavement design for each ramp or comply with the recommendation, provide separate designs for each ramp.

See attached.

Thanks,

Butch

*Albert S. Welch, Jr. (Butch)  
Design Group Manager - UD5  
ph. 404-631-1690*

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**From:** Fadool, Douglas  
**Sent:** Friday, April 03, 2009 3:17 PM  
**To:** Hoenig, Andrew  
**Cc:** Welch, Albert (Butch); Myers, Lisa; Wishon, Ron  
**Subject:** RE: VE Study Responses for 0004403 & 721310

Andrew,

PI No. 721310: -What are the revised cost savings for ALT. No. B-4 including allowance for redesign?  
-Review the written bullet responses nos. 4,5 & 6. They seem to conflict with a "Yes" response.

PI No. 0004403: -ALT. No. B-1, we need an up to date memo approving the pavement design for each ramp or comply with the recommendation, provide separate designs for each ramp.

Thank you.

Douglas Fadool, AVS  
Value Specialist  
404-631-1764

---

**From:** Hoenig, Andrew  
**Sent:** Friday, April 03, 2009 1:28 PM  
**To:** Fadool, Douglas  
**Cc:** Welch, Albert (Butch); Myers, Lisa  
**Subject:** RE: VE Study Responses for 0004403 & 721310

Please see the attached cover sheets for 0004403 and 721310.  
Let me know if you have any questions or need more information.  
Thanks,

*- C. Andrew Hoenig, P.E.  
Asst. Design Group Manager  
GDOT, Urban Design  
P: (404)-631-1691  
F: (404)-631-1947*

---

**From:** Fadool, Douglas  
**Sent:** Friday, April 03, 2009 11:29 AM  
**To:** Welch, Albert (Butch)  
**Cc:** Myers, Lisa  
**Subject:** RE: VE Study Responses for 0004403 & 721310

Butch,  
Please provide an 8.5" x 11" pdf of the Cover Sheet for 0004403 and 721310.  
Thank you.

Douglas Fadool, AVS  
Value Specialist  
404-631-1764

---

**From:** Myers, Lisa  
**Sent:** Friday, April 03, 2009 11:15 AM  
**To:** Fadool, Douglas  
**Subject:** FW: VE Study Responses for 0004403 & 721310

Here are the electronic copies.

**Lisa Myers, AVS** ☺  
*Transportation Engineer Assistant Administrator - VE Coordinator*

*GA DOT - Engineering Services  
One Georgia Center - 5th Floor  
600 W. Peachtree Street NW  
Atlanta, GA 30308*



Voice: 404-631-1770

Fax: 404-631-1956

[lmyers@dot.ga.gov](mailto:lmyers@dot.ga.gov)

---

**From:** Welch, Albert (Butch)

**Sent:** Friday, April 03, 2009 11:15 AM

**To:** Myers, Lisa

**Subject:** VE Study Responses for 0004403 & 721310

See attached for cut and paste.

*Albert S. Welch, Jr. (Butch)*

*Design Group Manager - UD5*

*One Georgia Center*

*600 W. Peachtree Street, NW, 27th Floor*

*Atlanta, Georgia 30308*

**E-mail** [awelch@dot.ga.gov](mailto:awelch@dot.ga.gov)

**ph.** 404-631-1690

**fax** 404-631-1947

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# PRECONSTRUCTION STATUS REPORT FOR PI:0004403

PROJ ID : 0004403 SR 3 CONNECTOR @ SR 120 ALT - GRTA

COUNTY : Cobb

LENGTH (MI) : 0.75

PROJ NO. : MSL00-0004-00(403)

PROJ MGR : Welch, Albert

OFFICE : Urban Design

CONSULTANT : Local Design, Reimbursed by GDOT funds

SPONSOR : Cobb County

DESIGN FIRM : Post Buckley Schuh and Jernigan, Inc

MGMT LET DATE : 07/17/2009

MGMT ROW DATE : 01/15/2006

SCHED LET DATE : 7/9/2009

WHO LETS? : GDOT Let

LET WITH :

DOT DIST: 7

CONG. DIST: 6

BIKE: Y

MEASURE: E

NEEDS SCORE: 04

BRIDGE SUFF:

## PROGRAMMED FUNDS

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%	Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
		Concept Development	8/20/2004	3/9/2005	100	PE	2003	2003	15,809.92	42210	AUTHORIZED	7/1/2003
		Concept Meeting	10/4/2004	10/4/2004	100	PE	2003	2003	728,890.08	CFTS	AUTHORIZED	7/1/2003
		PM Submit Concept Report	2/7/2005	2/8/2005	100	ROW	2006	2006	3,950.00	CFTS	AUTHORIZED	4/10/2006
		Receive Preconstruction Concept Approval	2/10/2005	2/24/2005	100	ROW	2006	2006	2,996,050.00	RRB	AUTHORIZED	4/10/2006
		Management Concept Approval Complete	3/2/2005	3/9/2005	100	CST	2009	2009	11,916,450.00	C240	PRECST	
5/5/2009		Value Engineering Study	10/20/2008	2/21/2005	82	PE Cost Est Amt:	15,809.92	Date:				
		Public Information Open House Held	2/21/2005	8/19/2005	100	PE Cost Est Amt:	728,890.08	Date:				
		Environmental Approval	8/19/2004	8/19/2005	100	ROW Cost Est Amt:	3,950.00	Date:	12/15/2005	PE		42210
		Mapping	7/4/2005	7/15/2005	100	ROW Cost Est Amt:	2,996,050.00	Date:	12/15/2005	PE		CFTS
		Field Surveys/SDE	8/12/2005	9/1/2005	100	ROW Cost Est Amt:	11,349,000.00	Date:	6/12/2008	ROW		RRB
		Preliminary Plans	3/15/2005	8/2/2005	100	CST Cost Est Amt:				CST		CFTS
		Preliminary Bridge Design	4/12/2005	4/18/2005	100							C240
		Underground Storage Tanks	2/8/2008	2/28/2008	100							
		FFPR Inspection	9/7/2005	9/7/2005	100							
		R/W Plans Preparation	10/12/2005	11/1/2005	100							
		R/W Plans Final Approval	12/16/2005	12/21/2005	100							
		L & D Approval	12/12/2005	12/15/2005	100							
		R/W Acquisition	4/10/2006	12/15/2006	100							
		Stake R/W	9/1/2006	5/26/2005	100							
		Soil Survey	3/19/2005	3/20/2007	100							
		Bridge Foundation Investigation	5/26/2006	8/12/2008	100							
		Final Design	10/1/2005	1/2/2007	100							
		Final Bridge Plans Preparation	11/22/2006	3/27/2007	100							
		FFPR Inspection	3/27/2007	3/27/2007	100							
5/14/2009		Submit FFPR Responses (OES)	4/11/2007		97							

## STIP AMOUNTS

Phase	Cost	Fund
PE	0.00	42210
PE	0.00	CFTS
ROW	0.00	RRB
ROW	0.00	CFTS
CST	11,349,375.00	C240

## District Comments

COBB CO. (10/1/04) INITIAL CTM HELD 9/30/04. TO BE COORDINATED W/721310. (4/15/05) ROW TO SHIFT TO 06. CST TO 07; PIOH HELD 2/21/05; CONSULTANT PROCEEDING W/PRELIM. PLANS (PBS&J); NEED ENVIRON. (8/15/05) PHPR SCHED FOR 9/9/05; (01/06) AWAITING ROW APPROVAL (3/6/06) R/W PLANS APPVD; R/W BUDGET EXCEEDS ESTIMATE. R/W certification questionable at this time due to Cobb County shortage of funds for condemnation of Parcel #1. PBS&J to have PS&E package to UD prior to 3/28/09 for Jul'09 Let-ASW/ 02Apr09

RECST/REHAB (INTERCHANGE), PE BY COUNTY

Act Ct to Loc date 8/25/06; Ct exe GDOT date 9/13/06

FFPR sent 2/23/07 kw/nr

CC: NEED PERMIT FM 1 UTIL. 02/09

UD-Hoenig VE responses submitted 02Apr09

CEApvd6-23-05(RevealApvd4-25-08OnSchedJul09Let) B4 2.09

PMA SGN COBB DO PE/ROW/UTIL & CST 11-10-03.

SR 120 @ SR 120 Loop (east) is on the ARC Bike Trans and Ped Walkways Plan pg65 & 92

#1 5-05(TOTAL FUNDS \$7 MIL FOR THIS PROJ PER PMA#2 2-08#3 3-08#4 6-08#5 7-08

Act Ct to Loc date 8/25/06; Ct exe GDOT date 9/13/06

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Act Ct to Loc date 8/25/06; Ct exe GDOT date 9/13/06

FFPR sent 2/23/07 kw/nr

CC: NEED PERMIT FM 1 UTIL. 02/09

UD-Hoenig VE responses submitted 02Apr09

CEApvd6-23-05(RevealApvd4-25-08OnSchedJul09Let) B4 2.09

Acquired by:

Acquisition MGR:

R/W Cert Date:

LOC

Black, Pam (LOC)

DEEDS CT: 3



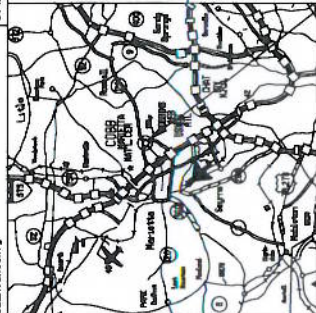
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED  
SR 3 CONNECTOR @ SR 120 ALT INTERCHANGE  
COBB COUNTY  
MSL00-0004-00(403)



**FEDERAL AID PROJECT**

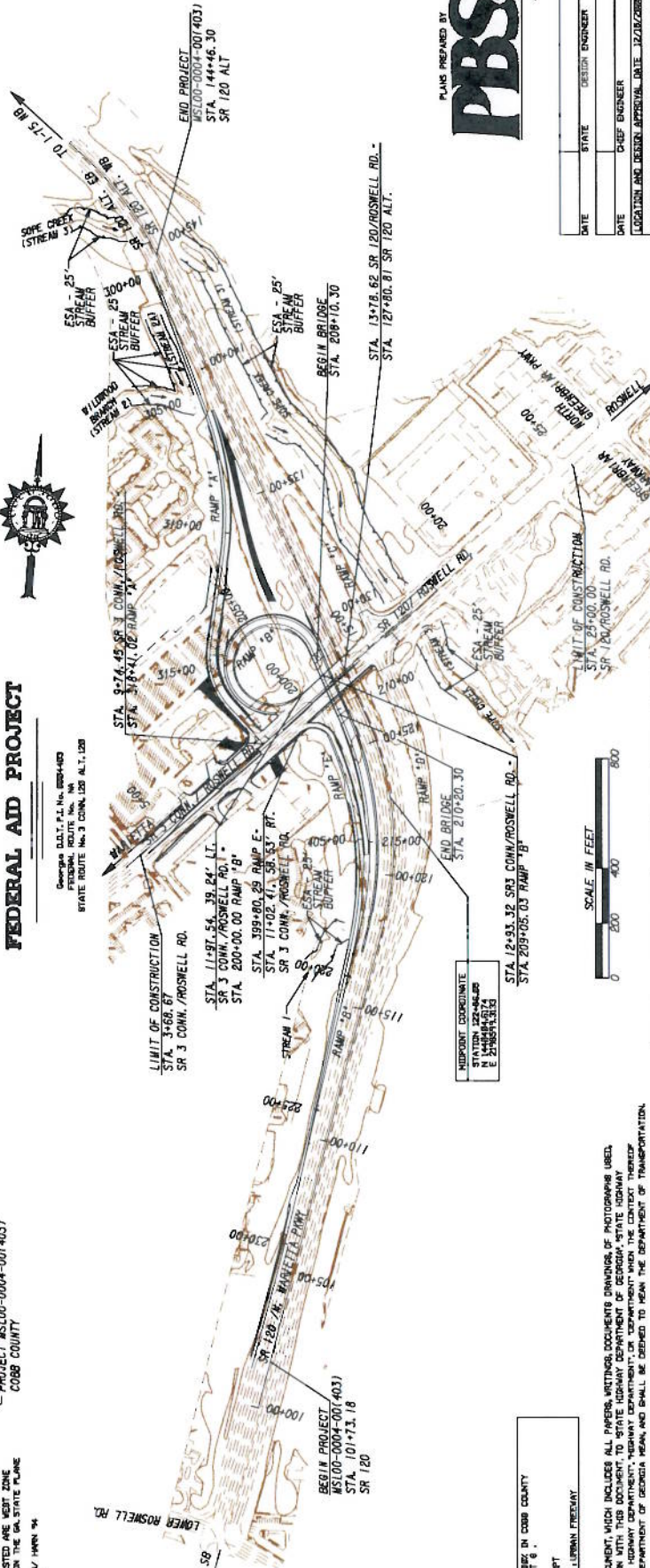
George D.D.T. P.L. No. 0004403  
FEDERAL ROUTE No. NA  
STATE ROUTE No. 3 CONN. 120 AL-T. 120



LOCATION SKETCH

NOTE: THE CO-ORDINATES LISTED ARE WEST ZONE  
GRID CO-ORDINATES BASED ON THE GA STATE PLANE  
PROJECT MS100-0004-00(403)  
COBB COUNTY

NOTE: THE CO-ORDINATES LISTED ARE WEST ZONE  
GRID CO-ORDINATES BASED ON THE GA. STATE PLANE  
HORIZONTAL DATUM : NAD 83 / HARN 84  
VERTICAL DATUM : NAVD 88



PLANS PREPARED BY  
**TBS**

[illegible]

DESIGN DATA	ASHTO	2004	SR 120	AT	RAMP A	RAMP B	RAMP C	COUNTY
TRAFFIC ADT:	2000		1000		1000	1000	1000	897
TRAFFIC A.D.T.:	2000		5700		200	1300	180	
TRAFFIC D.V.:	(2000)		600		220	180		
DIRECTIONAL DIST.:	(2000)		4660		653	100%	100%	
% TRUCKS:			6.5%		100%	100%	100%	
% 24 HR. TRUCKS:			7%		7%	7%	7%	
SPEED DESIGN:			55 MPH		VARIES	VARIES	VARIES	

THIS PROJECT IS LOCATED 100% IN COOS COUNTY  
AND CONGRESSIONAL DISTRICT 6.

PROJECT DESIGNATION: EXEMPT  
FOP CLASSIFICATION: MAJOR  
PROJECT CLASSIFICATION: MAJOR  
PROJECT CLASSIFICATION: MAJOR

NOTE: ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO THE STATE HIGHWAY DEPARTMENT OF GEORGIA, STATE HIGHWAY DEPARTMENT, MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION. THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY WAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF THE BIDDOR IS SPECIFICALLY DIRECTED TO SUBSECTIONS 302.04, 302.05, AND 302.06.

MSL00-0004-00(403) COBB